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	CENTRAL INTELLIGENCE AGENCY REPORT NO.
	INFORMATION REPORT CD NO. 25X1A
COUNTRY	Germany (Russian Zone) CONFIDENTIAL DATE DISTR. 18 December 1950
SUBJECT	Operations and Construction Plans of the NO. OF PAGES 2 Berlin Regional Railroad Headquarters
PLACE ACQUIRED	25X1A  RETURN TO UN  NO. OF ENCLS.  (LISTED BELOW)
DATE OF	25X1X SUPPLEMENT TO REPORT NO.
9. S. C., 91 AND OF ITS CONTENT	CONTAINS INFORMATION APPECTING THE MATICUAL DEPTINGS TOTATES WITHIN THE MEADING OF THE ESPICIANCE ACT 50 28. AS AURISPEDD. IN TOTAINSTEISOICH OF THE REVELATION THIS IS UNEVALUATED INFORMATION THIS FORM IS PROMISTED.
SOURCE	
	Agreement on the following points dealing with construction plans was reached at a meeting of the Berlin Regional Mailroad Headquarters attended by 700 railroad functionaries:
	1. "ithdrawal of all reserve locomotives used temporarily during the fall months by 11 December 1950. (1)
	2. Completion of the following construction projects by 21 December 1950:
	a. Construction of a passing siding between Hilmersdorf and Ahrensdorf (2)
	b. Construction of the passing siding near Boernicke on the Nauen- Kremmen line (3)
	c. Completion of the curve near Justerbog (4)
	d. Completion of construction stages III and IV on the second track of the Gruenau-Koenigovusterhausen line (5)
	e. Completion of the construction work at the Seddin railroad station (6)
	f. Completion of the Rathenow-Loewenberg line section (7)
	G. Completion of the railroad overpass across August Bebelstrasse in Frankfurt/Oder (8)
	h. Completion of the bridge near Reitwein. (9)
25X1A	Comments.  (1) The critical situation in September and October 1950 appears to have necessitated the use of locomotives which form part of the so-called winter reserve. One individual case in which the employment of such reserve locomotives was observed was previously reported.  25X1
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STATE	CLASSIFICATION STATES  # X NAVY NSRB - DISTRIBUTION  This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the letter of 16 October 1978 from the Auth. I HR 10 Aut
	MEXI REVIEW Date, 2000

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	(2)	Both railroad stations are on the berswalde-Templin line, which is of importance as a feeder-line to the Templin maneuver	
	(3) (4) (5)	This line is of importance as a western by-pass around Perlin.  It is believed that the project concerns itself with the extension of the Berlin inter-urban railroad system as far as Koenigswuster-hausen. At present this system operates only as far as Gruenau.	
	(6)	It is believed that this project concerns the construction of new trackage at the important Seddin marshaling yard, which is on the Berlin-Belzig-Halle and Magdeburg line.	4
	(7)	This project has been frequently reported.	25X1

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